

FIRST HILL STREETCAR



First Hill Streetcar Project Update

Seattle City Council Transportation Committee

April 13, 2010

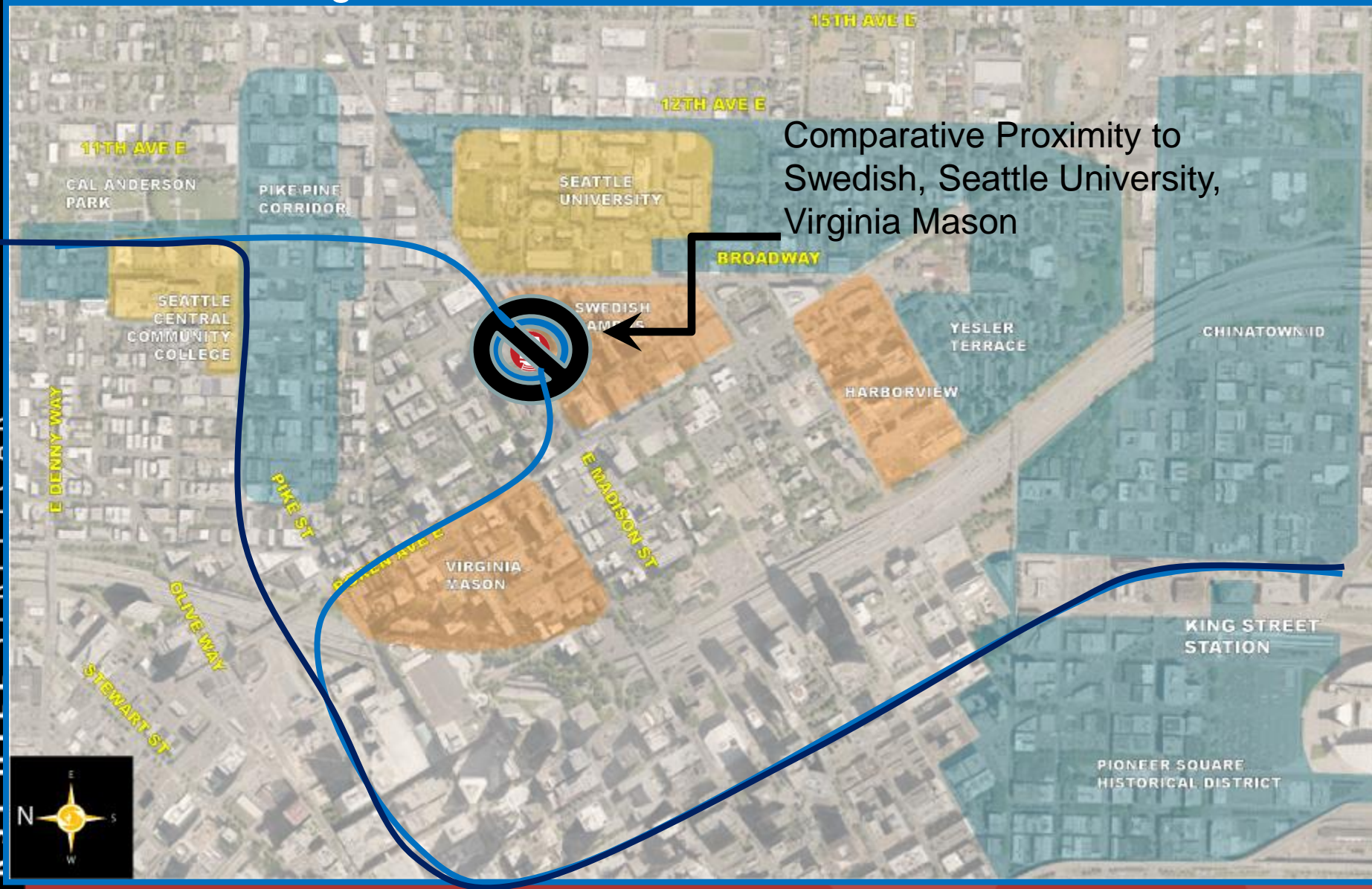


Overview

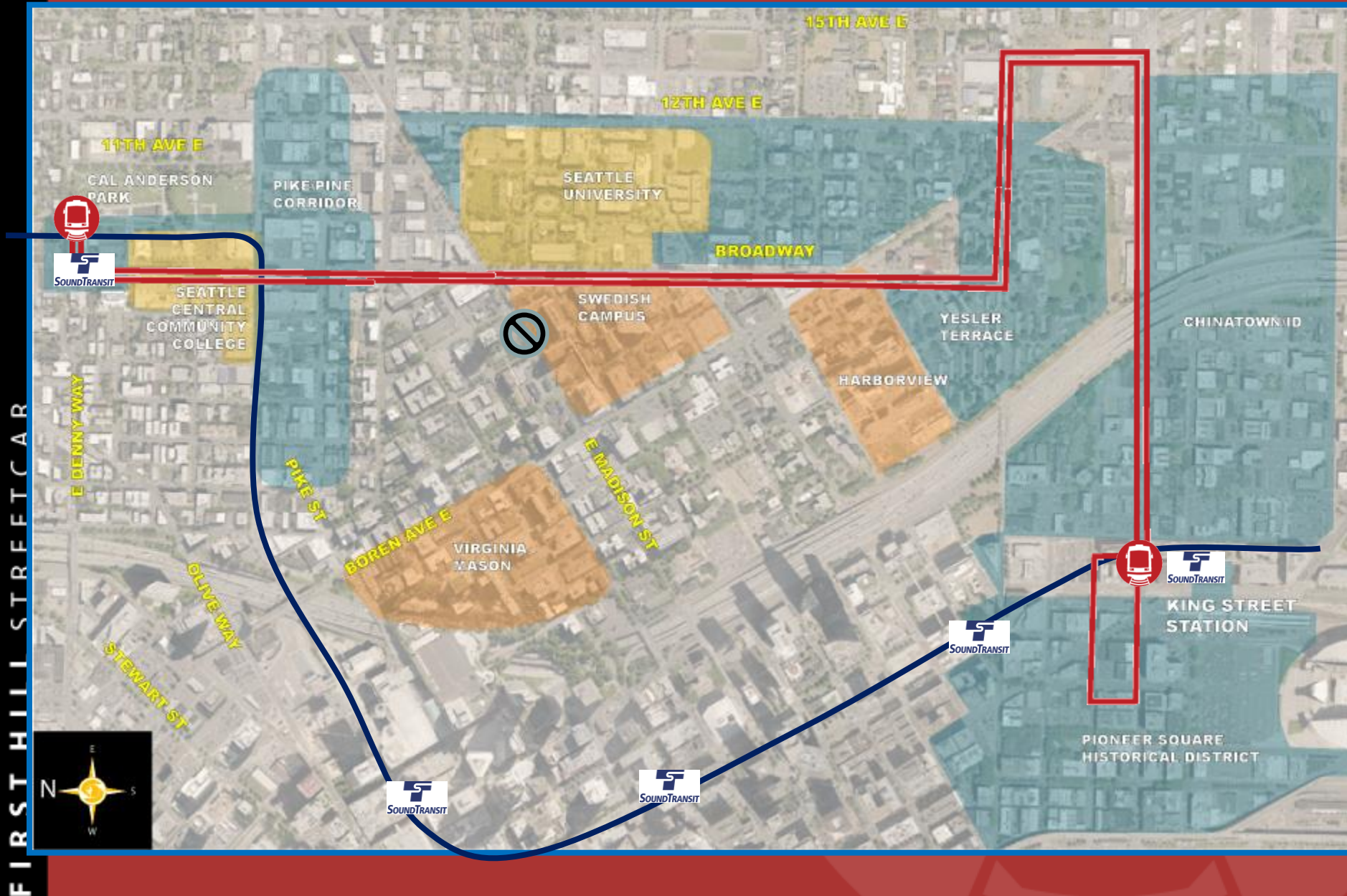
- Project Background & Highlights of Recommended Route
- Alignment Considerations
- Other Alignments-Key Issues
- North Broadway Extension
- Next Steps



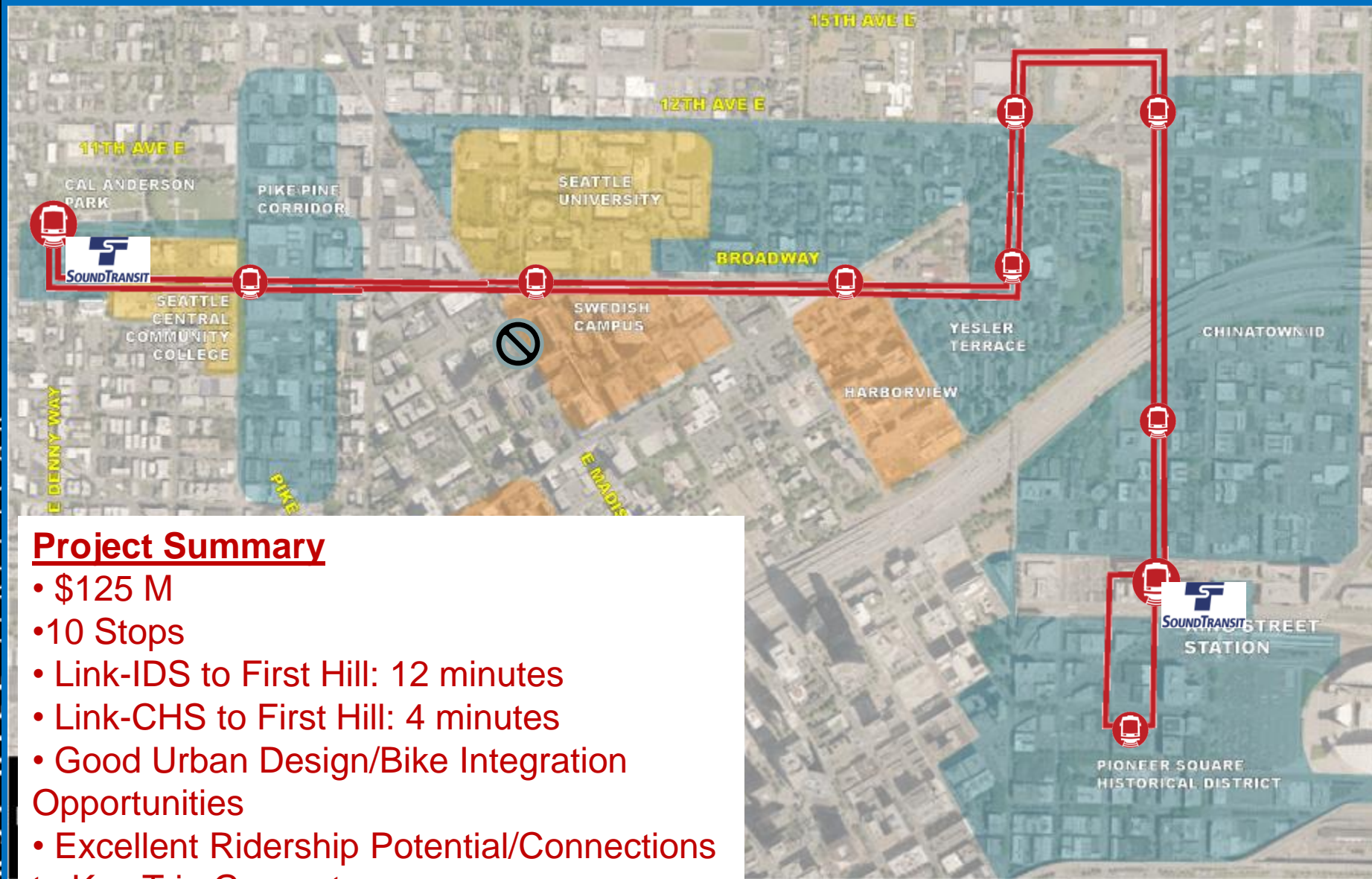
1996 Sound Move Plan: First Hill Link Light Rail Tunnel Station



Recommended Route



Recommended Route



Project Summary

- \$125 M
- 10 Stops
- Link-IDS to First Hill: 12 minutes
- Link-CHS to First Hill: 4 minutes
- Good Urban Design/Bike Integration Opportunities
- Excellent Ridership Potential/Connections to Key Trip Generators
- Minimal Impacts to Traffic/Transit/Utilities

FIRST HILL STREETCAR



Broadway

Capitol Hill Station/Link Light Rail



Pike/Pine

Seattle Central Community College



First Hill North

Swedish/Seattle University



First Hill South

Harborview Medical Center



Yesler Terrace

Yesler Community Center



12th Avenue

Gatzert Elementary



Little Saigon



Chinatown/International District - East

Wing Luke Asian Museum/Chinatown/Japantown



Chinatown/International District - West

International District Station/Link Light Rail/Soundex/ST Express



Pioneer Square

King Street Station/Stadium District/Klondike Museum

Denny Way to Yesler Way



Alignment Considerations



First Hill Urban Village Boundary

FIRST HILL STREETCAR

■ *Station Platform*

**Station Area
Overlay District**



Scale: 1" = 525'

Prepared by City of Seattle,
July 25, 2000

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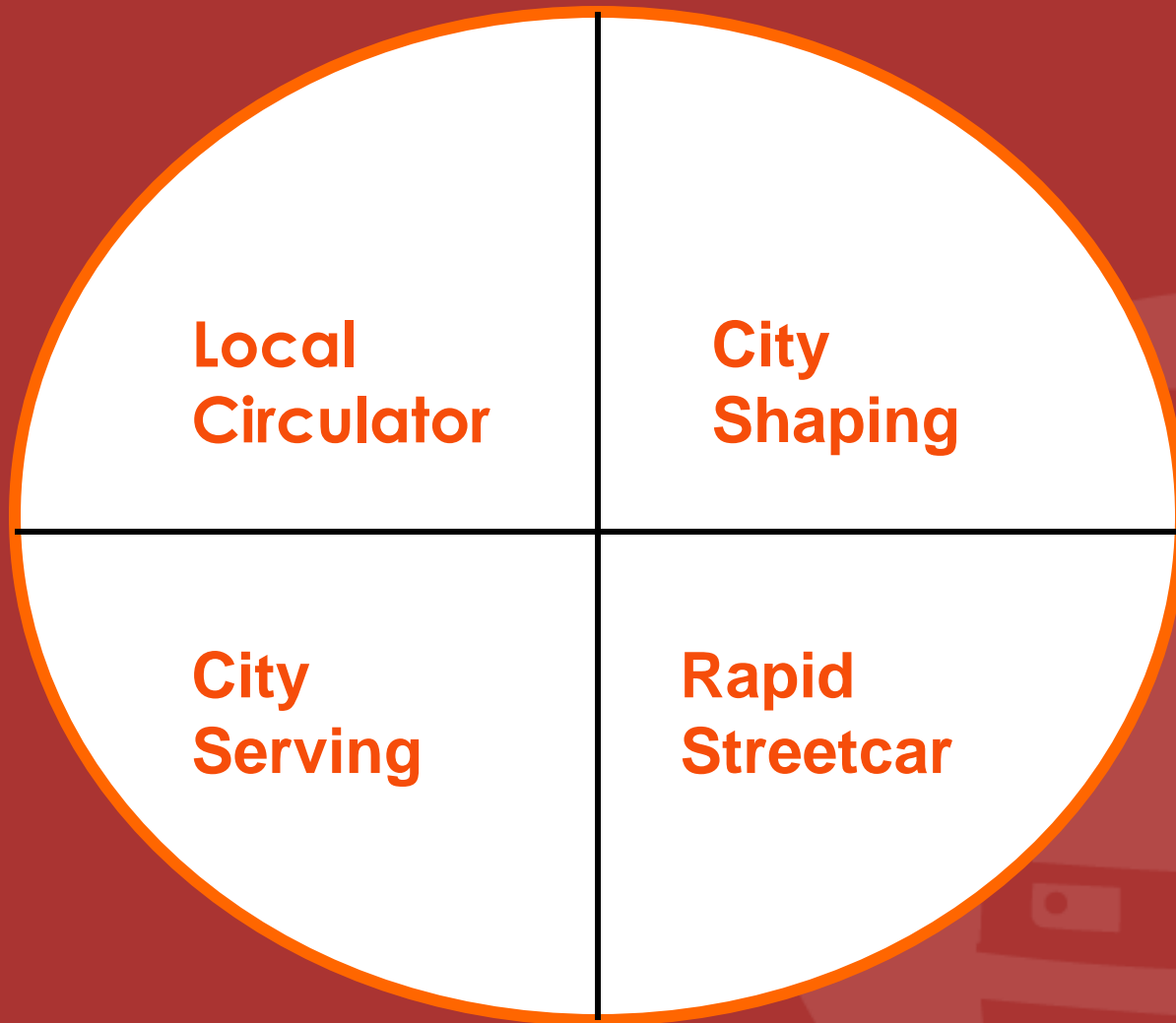
First Hill Station Area Overlay



Ease of Use



Streetcar Typologies/Project Objectives



Streetcar Typologies/Project Objectives

Local
Circulator

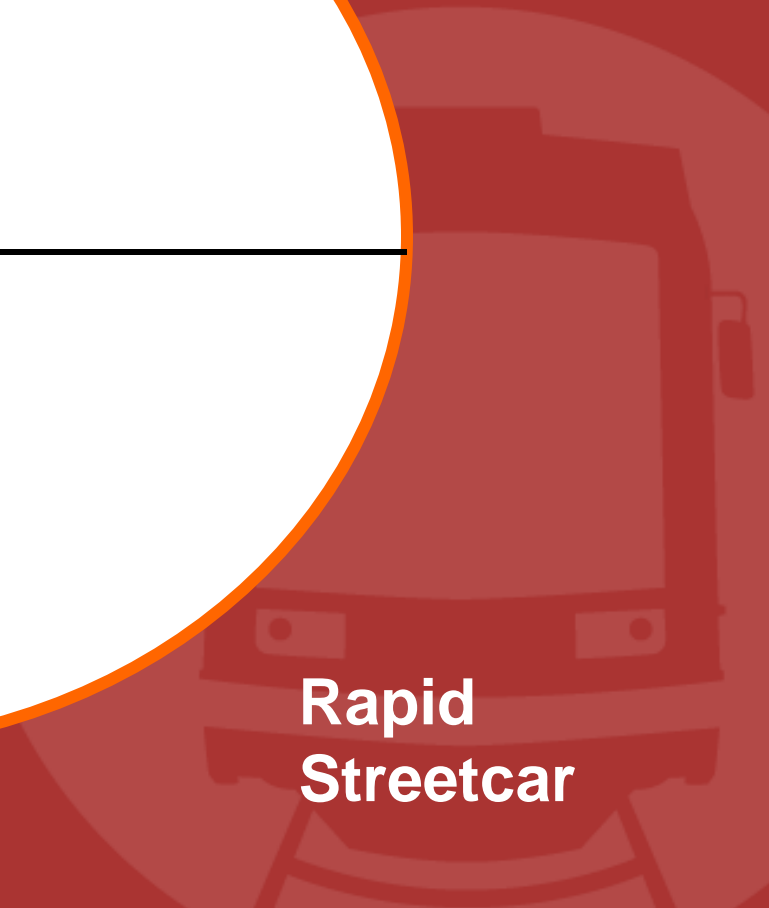
City
Shaping

South Lake Union
Line

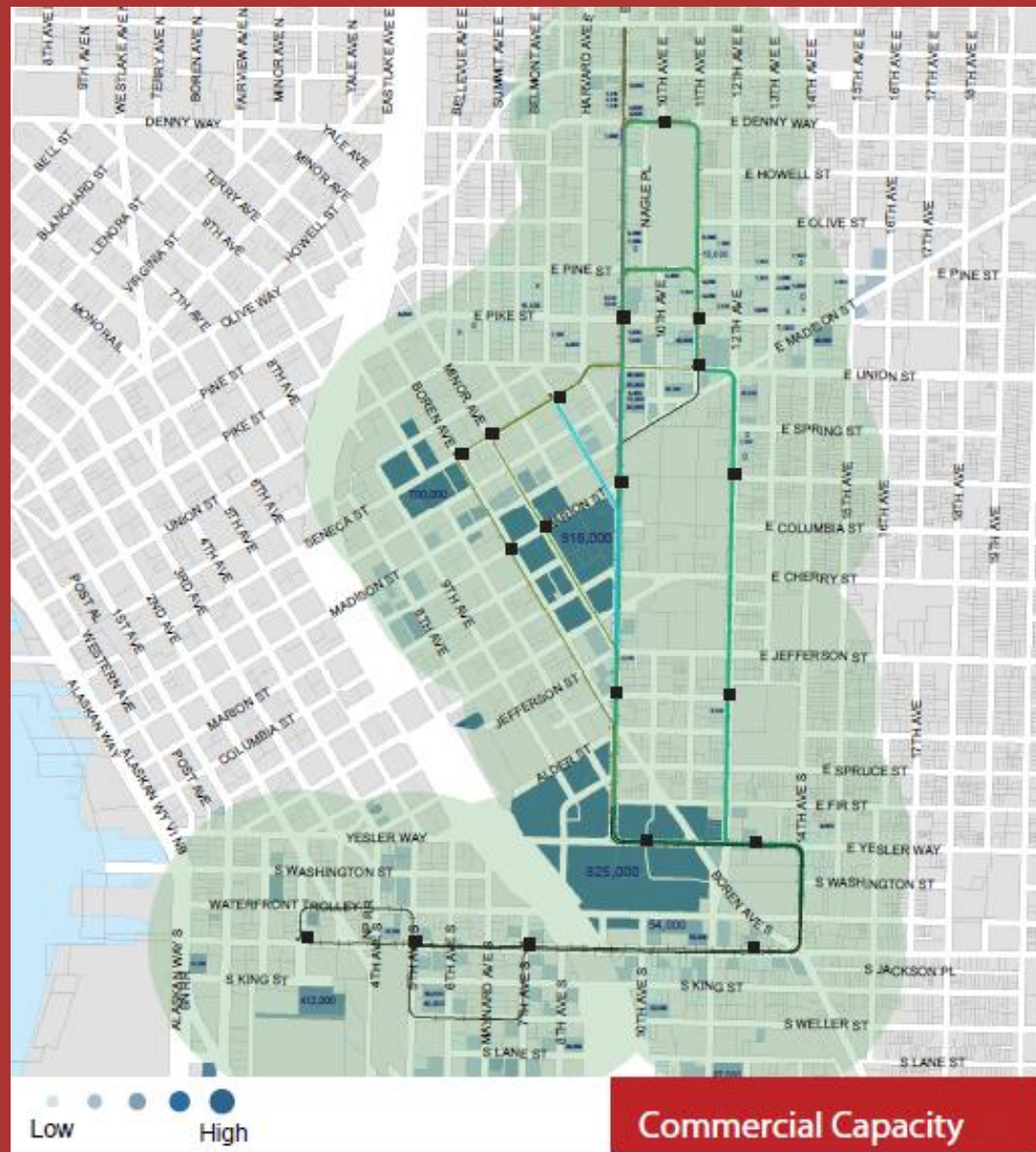
First Hill
Line

City
Serving

Rapid
Streetcar



Commercial Development Potential By Alternative



FIRST HILL STREETCAR



Bike Integration



Left side station



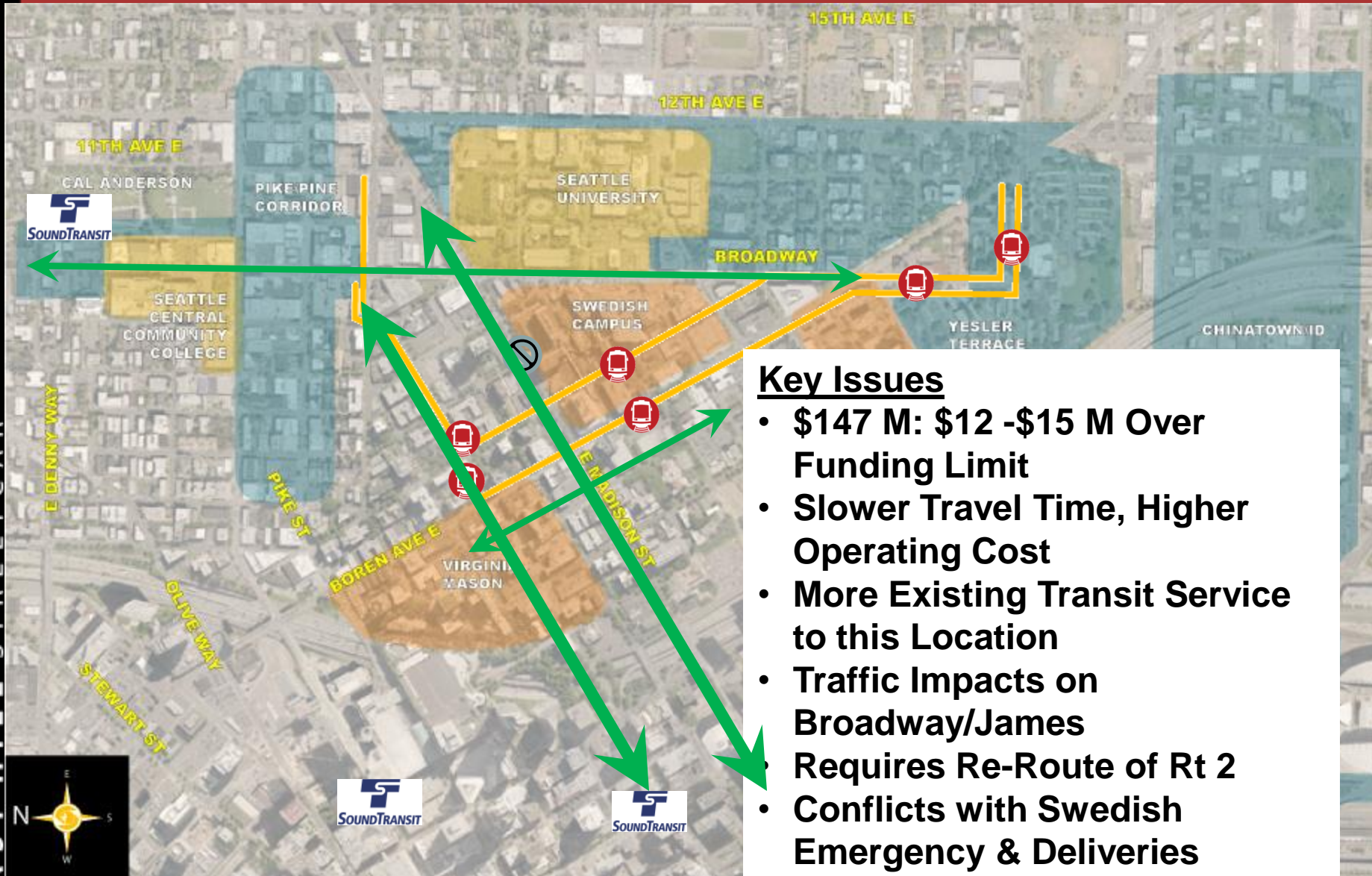
Right side station



Center platform station

Place stations outside the bicycle travel way to minimize conflicts.

Alternatives Considered But Not Recommended: Boren/Seneca



Key Issues

- \$147 M: \$12 -\$15 M Over Funding Limit
- Slower Travel Time, Higher Operating Cost
- More Existing Transit Service to this Location
- Traffic Impacts on Broadway/James
- Requires Re-Route of Rt 2
- Conflicts with Swedish Emergency & Deliveries
- Steep Grade at Union
- Bike Conflicts

Alternatives Considered But Not Recommended: Broadway/12th Avenue Couplet

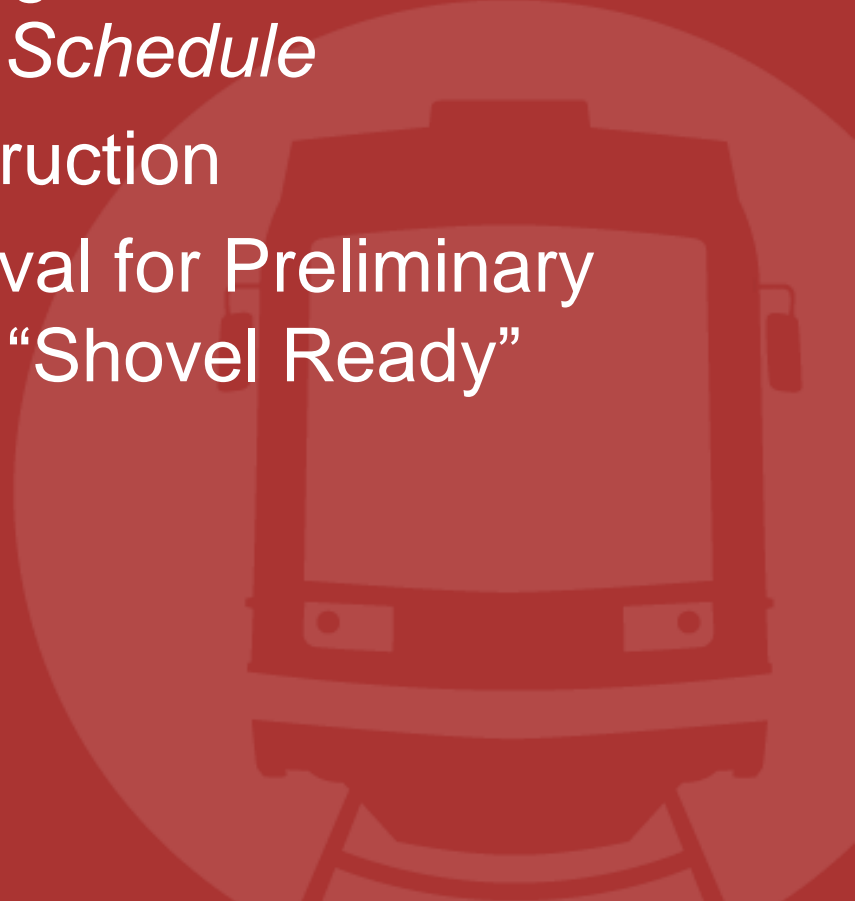


Key Issues

- Impacts 12th Avenue Bike Corridor-Or Significant Parking Removal
- Accessibility/Legibility/Ease of Use
- Weaker Relationship to First Hill Employment Centers

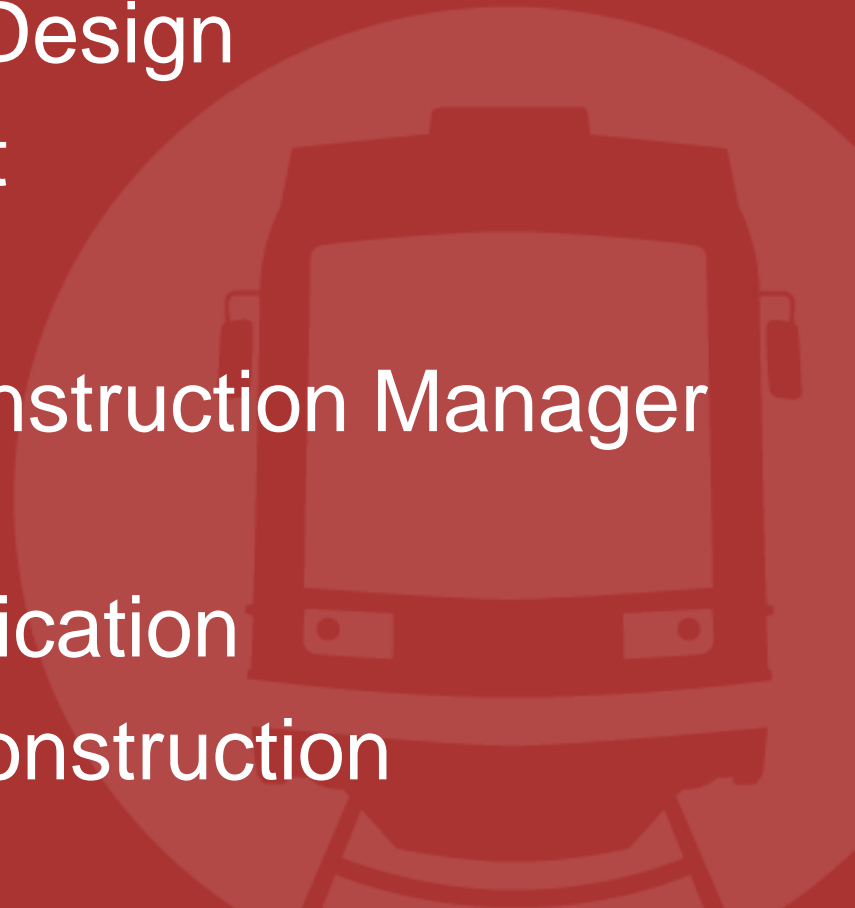
North Broadway Extension

- \$20 M
- Extension Planning/Funding/Construction:
No Impact to Core Project Schedule
- Flexibility of GC/CM Construction
- Next Step: Seek ST Approval for Preliminary Design/Environmental (for “Shovel Ready” status)



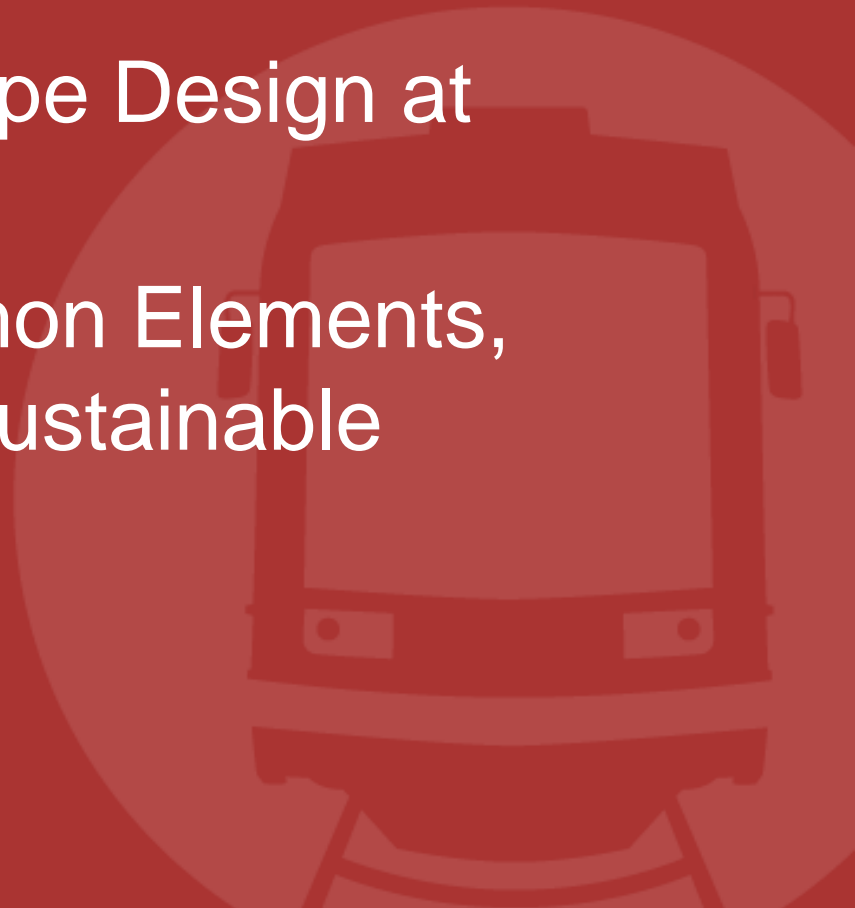
Next Steps

- SEPA Process → DNS/Mitigated DNS
- Maintenance Facility Siting
- Streetscape & Station Design
- Integration of Public Art
- Vehicle Procurement
- General Contractor/Construction Manager Selection
- Final Design/Cost Verification
- Council Approval for Construction



Design Opportunities and Considerations

- Streetscape Design & Consideration of Cycle Tracks
- Placemaking/Streetscape Design at Stations
- Station Design—Common Elements, Distinctive Elements, Sustainable Elements
- Wayfinding
- Public Art



Streetscape Design & Consideration of Cycle Tracks





Placemaking/Streetscape Design at Stations

Station Design

Anticipated Common Elements

- Safety & Accessibility Requirements
- Station Identification
- Wayfinding
- Fare Vending/Collection
- Real-Time Arrival

Possible Distinctive Elements

- Materials
- Shelter Design
- Lighting/Art

